

Erosion from Sinkhole Closes State Route 35 In Rural San Mateo County

Updated March 18, 2019

Caltrans has opened San Mateo State Route 35 between State Route 9 and Page Mill Road to one-way traffic control as of 4:00 PM, March 18, 2019, after work crews completed emergency repairs that stabilized one lane of the two-lane highway that passes through the northern edge of the Santa Cruz Mountains

Updated February 25, 2019

A sinkhole on State Route 35, also known as Skyline Boulevard, in rural San Mateo County caused Caltrans to close both directions of the two-lane highway on Sunday, February 3, 2019. Within two days the pavement on northbound lane of Route 35 had sunk six-feet below southbound lane. The road remains closed.

The closure is located one mile south of Page Mill Road and two miles north of the State Route 9. The closest town is La Honda.

Portable messages signs have been placed at key location to advise motorists of the closures.

Caltrans maintenance crews inspecting the area around 8:00 AM on Sunday, February 3,

2019, noticed subsidence in the pavement and kept an eye on the area throughout the morning. Around noon Caltrans closed the road. By the next day a large sinkhole had swallowed most of the northbound lanes.



Monday morning, February 4, 2019

Caltrans activated an emergency contractor with Golden Gate Construction, who arrived onsite the following day. Workers began driving sheet piles, interlocking them to form an underground retaining wall that will support the southbound lane.

Two traffic signals and an electrical system have been brought to the worksite. Caltrans will assemble a traffic signal to be placed several hundred feet to the north and south of the sinkhole. Once the sheet pile retaining wall is completed, Caltrans will activate the signals for one-way



Sheet piles being driven into the ground.. The interlocking piles will form a subsurface retaining wall, stabilizing the southbound lane (left). After the sheet pile wall is in place, Caltrans will widen the southbound lane, install traffic signals and open the road to one-way traffic control.

traffic control.

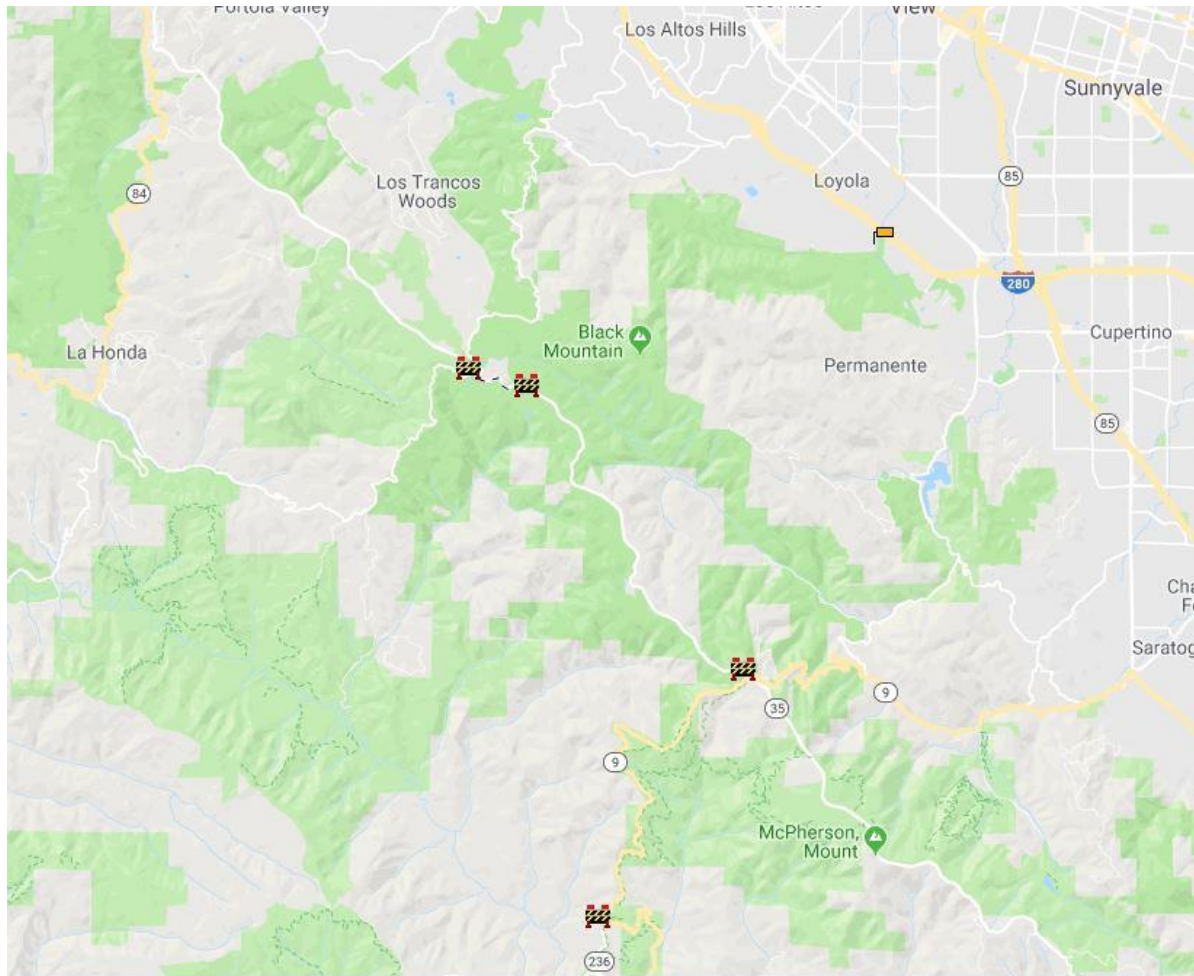
Caltrans estimates that the road will open to one-way traffic by the end of February. Go to the Caltrans [Quickmap](#) or the [Current Conditions](#) search engine to check for updates. (Scroll down just below the fold).

As for a permanent solution, Caltrans is studying the geology and hydrology of the location and designing a retaining wall. When the retaining wall is complete the road will be opened to two-way traffic.

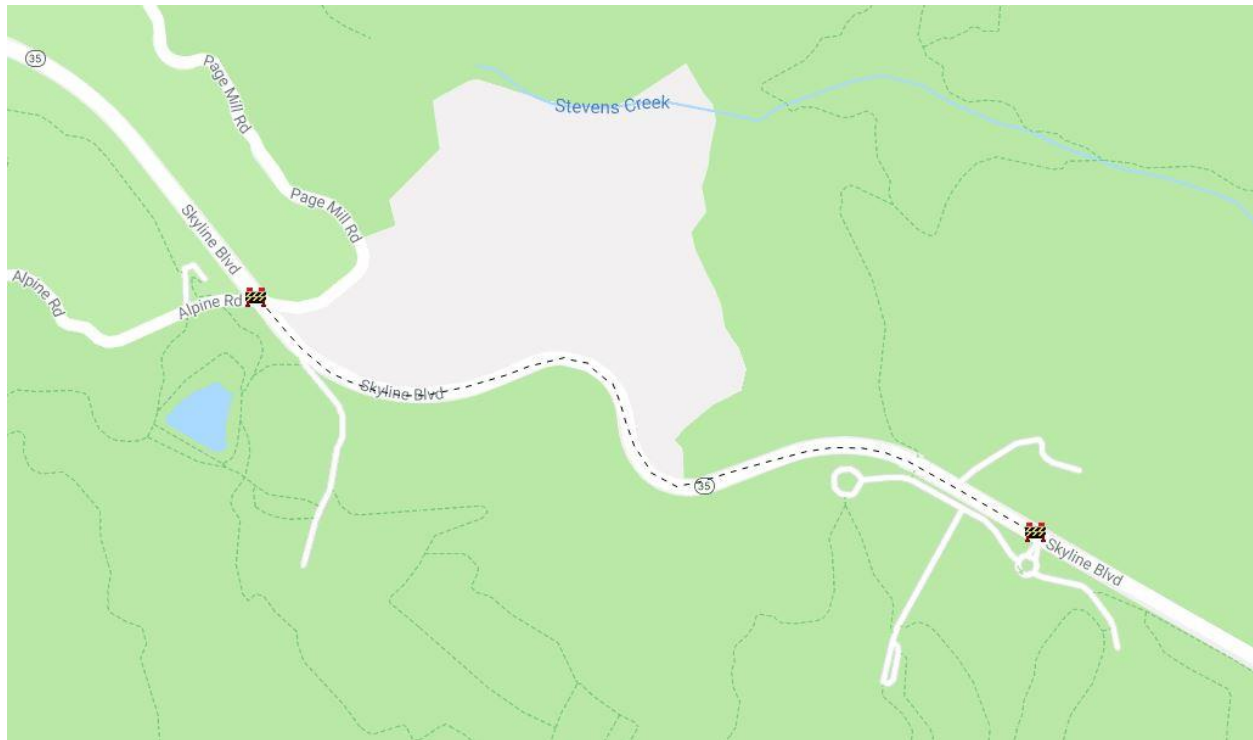
When construction begins on the new retaining wall, Caltrans will have a better idea about the schedule for opening the road to two-way traffic.

Many of the items used in building large

retaining walls, must be custom fabricated. During particularly rainy winters, some manufacturers will have a backlog of requests for custom-made materials.



The red H-shaped icons are barricades representing the location of closures and portable message signs. Three of the closures are "soft" closures, meaning the local traffic can pass through. The barricade closest to Black Mountain is the full closure, impassable to traffic.



The barrier in the upper left warns motorist that Route 35 is closed a mile to the southeast. The barrier located in the lower right corner is the location of the sinkhole. The road is impassable at that point.



A week after the sinkhole appeared the northbound lane had completely eroded.